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SECURITY INFORMATION

German Democratic Republic

SHORTAGE OF TRACK MATERIAL AT REICHSBAHN

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Preliminary planning has allotted 12 million Deutsche marks (DM) for replacement investments, 11 million DM for general repairs, and 90 million DM for track maintenance. Replacement investments refers to reconstruction and replacement and does not constitute an increase in capital means. General repairs refers to repairs on existing objects which totally or partially restore the original utility of the object. They may occur erratically or periodically but in at least one-year intervals.

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large-scale mechanization and detailed work competitions down to the brigade level are planned. The following new material is required to fulfill the plan:

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36,000 tons of rails  
16,000 tons of tie plates and fastenings  
7,400 tons of large switch parts  
altogether 59,400 tons of rolled steel products

also 11,700 tons of metal products, especially screws. In addition to these quantities of new material, much salvaged material from dismantled tracks will be used, unless the 1952 allocation of new material will improve over that of 1951. The present allocation will free only enough old rails for 400 kilometers uncertain whether this refers to rail or track length whereas material for 600 kilometers is needed. The same applies to switches.

No track material is available for the planned construction of 133 kilometers of track which are to increase the capacity of the network. If no additional deliveries of new material are forthcoming further dismantling will have to be undertaken. This, however, is uneconomical and contrary to public sentiment.

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